. - The Reapportionment Plans Up. The meeting of the Republican State committee which Chairman Woodruff has called i or noon to-day at Republican State headque rters, 12 East Thirtieth street, is, secordia g to committeemen on the ground last night , awaited with interest by all sorts of organ zation Republicans and by the rank and, file of the party in the State.

The Rep ublican organization of the State for the first time in its history is without a leader or be ss, for no member of the committee, is we as stated, even in ungoverned fancy looks i upon Mr. Woodruff as chief of the organizat ion. Mr. Woodruff was made chairman of the committee last fall by President Rot sevelt and his friends, just as Representative Herbert Parsons had been made president of the New York Republican country committee by the President and his ft iends. These two Republicans were put to the front to conduct the campaign of Gov. Hughes, who in September last wa thominated by the express command of Pr. st dent Roosevelt conveyed to the State co wrention at Saratoga by Representative \ Villiam W. Cooks of the First district, Pr. wident Roosevelt's Congressman, and by . Popresentative Parsons.

Outwardly the me wting of the State committee to-day is called for the purpose of taking action on G w. Hughes's policies as recommended in h. first message to the Legislature, notably the public utilities bill. The meeting to- lay, though, it was said, may be of particu er interes to those who are seeking to cont. of the seventy-six delegates from the State to the Republican national convention next year. There has been serious friction at A bany over some features of the public utilities bil! and it is expected that the State com nittee will take them up to-day.

So intense is the interest ove. This till and its alleged political factional importance and so confused have those directly interested in it in a business way become because of the tangle at Albany that an analysis of its important features has lbeen

cause of the tangle at Albany that an analysis of its important features has been prepared by Edward Sanford, no was ting temporarily as legal adviser to Gov. Hughes. It represents Gov. Hughes's viewa, and most of the State committeemen have last night from the up-State districts for today's meeting had copies of Mr. Sanford's analysis.

Mr. Sanford's analysis is as follows:

The bill provides for the regulation as id control of common carriers, gas and elects, ic corporations by two public service commissions of five members each, appointed by the Governor, one for New York, kings, Queen and Richmond counties and the other for the remainder of the State. Fach commission is authorized to employ counsed and is required to file annual reports. All certified papers on file in the office of a commission shall be evidence in any court. The commission is given full power to subpurna witnesses, and all proceedings prosecuted by it are to be preferred. Power its given the commission to rehear any matter that has once been determined, and its orders shall take effect at the specified time and shall remain in force as long as the commission may direct, provided the orders do not violate any provision of the Constitution. These provisions, largely administrative, constitute Article I. of the proposed law.

Article II. presents the substantive law

ministrative, constitute Article I. of the proposed law.

Article II. presents the substantive law on the obligations of common carriers. It defines the rights of shippers as against the railroads. The article is self-operating? No action is required by the commission to make it effective. The importance of this is apparent. Even though the commission fails to correct abuses an adequate remedy may be had in the courts by any aggrieved party.

emedy may be not in the courts by any aggrieved party.

Every common carrier is required to furnish such service and facilities as shall be safe and adequate and in all respects just and reasonable. Unjust or unreasonable charges are expressly prohibited. Switch connections for shippers must be established; also connections with lateral stablished; also connections with lateral

Railroads are required to publish schedules of rates with great detail, so as to prevent rebates by means of allowances where a particular shipper has rendered some service. Through rates as well as rates on a single line must be published. To guard against evasions provision is made that before any rate can be changed as the of such change must be changed. notice of such change must be published for thirty days. Wherever there is a through rate the rate must be reported to the com-mission and thereafter published.

Preferences in favor of any person, locality or particular kind of traffic are prohibited, as well as all devices for securing No free passes can be issued by the rail-

roads, except to officers, employees of the roads, ministers and certain other As a further safeguard to the rebate evil the bill prohibits false billing, weighing, &c. by railroad employees. A shipper who takes a rebate is liable to punishment as well as a railroad which offers a rebate.

There is a provision compelling different in the different connecting points to facilities.

railroad lines at connecting points to facili-tate the interchange of passengers and

freight.

A common carrier is prohibited from charging more for a short haul than for a long haul. There must be a fair distribution of cars among shippers, and the power to regulate this distribution is given to the commission.

An important provision relating to shippers prohibits a common carrier from

an important provision relating to ship-pers prohibits a common carrier from limiting its liability by contract. The railroad is made an absolute insurer of the goods it carries. Under the existing law it may limit its liability for loss or damage to negligence on its own part, thus requiring the shipper to insure his goods. The railroad is also made liable for loss of baggage up to its full value regardless of its character. But where the baggage is worth over \$150 or weighs more than 150 pounds the railroad may charge an extra support.

The third article of the law gives the Public Service Commission these specific powers in regard to common carriers:

To conduct investigations into all materials and the service of the ters; to have general supervision of all carriers; to have hearings and take testimony as to the advisability of changing the law; to prescribe the form of annual report for carriers (the form to be similar to that used by the Interstate Commerce Commission so as to prevent the juggling of accounts) and to investigate accidents.

of accounts), and to investigate accidents.

The commission is required to keep informed as to the condition, capitalization and franchises of the railroads and to see that they do everything that they ought

Any one commissioner may investigate the acts or omissions of a common carrier. No complaint is required to put a commis-sioner in action. He is supposed to act on his own initiative and to ferret things out for himself. Provision, however, is made for the filing of complaints which will start

the machinery of the commission in motion.
The commission is empowered to reasonable rates for passenger, freight and express service. The commission may in-vestigate the rate question upon its own motion. Whenever it finds regulations,

motion. Whenever it finds regulations, practices, equipment, appliances or service to be unjust, unsafe, impripare or inadequate it shall determine what the public needs require and enforce its determination. It is the duty of the railroads to observe all regulations made by the commissioners.

The commission is given power to compel the establishment of through rates, to order repairs, improvements and changes by any common carrier; to regulate the tie schedule and see that a sufficient service is maintained. The commission may establish a uniform system of accounts to be kept by carriers.

To prevent railroads about to be constructed from taking advantage of "jokera" under old laws they must first obtain the consent of the commission to build.

Consent must also be obtained from the poor.

TO ACT TO-DAY ON HUGHES BILL commission before any railroad can assign; transfer or lease its franchise or property. In relation to holding companies the bill in the commission of this character. provides that no company of this character can hold more than 10 per cent of the stock of any railroad. The stock, however, may be held as collateral to any amount, and a railroad corporation may acquire the stock of another railroad if it obtains the consent

of another raticoad if it obtains the consent of the commission.

The approval of the commission is re-quired before any stock or bonds can be issued. Short term notes, not to exceed twelve months, may be issued without the commission's consent for incidental pur

Ample provision is made for forfeitures and penalties. The penalty for violations of the law is \$1.000. Any officer or agent of the corporation who violates the law shall be guilty of a misdemeanor.

To bring about a prompt enforcement of the commission's orders a summary proceeding may be brought against the common carrier refusing to obey the mandate of the

carrier refusing to obey the mandate of the

carrier refusing to obey the mandate of the commission.

Provision is further made for penalties against shippers who violate the law. Actions for penalties and forfeitures may be brought in the name of the people by the counsel for the commission.

Article IV. of the proposed law relates to gas and electric companies. Most of these provisions are taken from the law by which the present Gas Commission was created.

Local authorities are authorized to en-force the orders and regulations of the

force the orders and regulations of the State commission.

The Republican State committee now represents, it was declared last night, the party organization in the State. Hitherto, it was added, for fifty years the State committee practically represented the personal, political, financial and economic views of its successive leaders. Thurlow Weed, Reuben E. Fenton, Roscoe Conkling, Warner Miller, Thomas C. Platt and Benjamin B. Odell, Jr. President Roosevelt, it was remarked, has his friends on the committee as at present constituted, and so have Gov. Hughes, Senator Platt, Senator Depewand Mr. Odell, but no single Republican controls its deliberations.

All who talked last night of the meeting recognized its importance and its probable

All who talked last night of the meeting recognized its importance and its probable effect on the immediate future of both the political organization and the party at large in the State. The statement was made at the Fifth Avenue Hotel, the Republican Club, the Hotel Manhattan and the Holland House by members of the committee, no one of whom cared to be personally quoted, that the Republican State committee at its meeting to-day may discuss and adopt a resolution to the effect that the main features of the public utilities bill shall be made the subject of caucus, perhaps joint caucus, sotion at Albany and that Gov. Hughes as well as the Republican Senators and the Republican Assemblymen shall abide by the decision of the caucus.

Gov. Hughes's demand that there shall

abide by the decision of the caucus.

Gov. Hughes's demand that there shall be a general reapportionment of the Senate districts of the State and that the reapportionment shall not be limited to the First and Thirteenth districts of New York city is also to come up for consideration.

The Court of Appeals decided that the present reapportionment of Senate districts was unconstitutional because of irregularities in the First and Thirteenth districts. President Parsons and his friends have submitted a new reapportionment of the First.

President Parsons and his friends have sub-mitted a new reapportionment of the First and Thirteenth districts to conform to the decision of the Court of Appeals. Gov. Hughes, however, has adopted the maxim, Falsus in uno, falsus in omnibus, and several of the Republican Senators are disturbed, while others are in open revolt over the Governor's demand. The State committee, it was learned, may decide that this matter should be left to caucus action by the Re-publican Senators. publican Senators

GOV. RUGHES'S NEXT FIGHT.

'Bld Guard" Senators May Kick Against "Fair" Reapportionment.

ATBANY, May 10 .- The next battle that Gov. Hughes will have will be on the question of reapportionment. Next week will see something doing in that respect, for now that the New York county plan has been received from President Herbert Parsons, of the county committee, there will be an autempt made to fashion a bill that will he satisfactory at least to the Republican Senators. All hangs practically upon how far the Governor will go.

In his reapportionment message to the Legislature the Governor said there should be s. fair reapportionment. "Old Guard" Senators are hanging onto the word "should" with a feeling of something that will help them out of the dilemma that confronts

Senators to-day. "There is considerable difference between must and should."

"The situation is this," said one of the Senators who expects that his district may be out up. "It all depends upon how may be cut up. "It all depends upon how far Gov. Hughes will go in the reapportion-ment muddle. If he should have a plan of his own and come out flat-footed for it there might be some of the present Senators

there might be some of the present Senators who could oppose it strenuously and tie things up in a knot.

"It all depends upon how many are going to be affected by the reapportionment that will be made before there will be any indications of what will be done. If the greater number of the fellows see that they can win out in their districts they are not likely to fight against the Governor."

It is planned to hold a conference some night next week. The Public Utilities Commissions bill will be passed in the Assembly

missions bill will be passed in the Assembly next Wednesday, it having been found that the bill cannot be passed on Tuesday. on account of not having been on the files of the members for three legislative days

INDIANA HAS ONLY ONE CHOICE, And Fairbanks Boesn't Like Talk of Taft as a Possibility

INDIANAPOLIS, May 10 .- A question that has arisen to disturb the Fairbanks supporters is whether there shall be second choice instructions when the delegation to the Republican national convention is se-

The suggestion that such action would be pleasing to President Roosevelt has come to the Fairbanks managers from several sources, and it is now believed that steps are taking to get instructions for Taft as the

second choice.

Mr. Fairbanks is opposed to such action and will not countenance it under any cir-

cumstances.

The Fairbanks men say that Indiana has only one choice and that if he is not nominated the candidate must be selected without assistance from the Indiana dele-

CULBERSON FAITHFUL TO BRYAN.

Refuses to Allow Texas Legislature to Indorse Him for President.

AUSTIN, Tex., May 10.—At a recent meeting of members of the Legislature and political friends of Senator Charles A. Culberson it was decided that a resolution should be introduced in the Legislature indorsing him for the Democratic nomina-tion for President. The resolution was to have been offered to-day, but Senator Culberson heard of it and telephoned to friends here not to allow the resolution o be offered.

He said the State convention had indorsed Bryan and that it would not be proper for the Legislature to override what the party had done in convention. The convention resolution was written and offered by Mr.

Casho Cafe Men Paroled in Court. Harry Gordon, who the police say took bets in the Casino Café at Thirty-ninth street and Broadway, and Thomas C. Fitzgerald, supposed proprietor of the place, were arraigned in the Jefferson Market court yesterday morning. Gordon was charged with violating section 351 of the Penal Code, which deals with betting, while Fitzgerald faces a charge of keeping and maintaining a poolroom. Both men were paroled in the custody of their lawyer for an examination on next Tuesday after-

NEW YORK MOTOR CLUB TO HOLD HARD ENDURANCE RUN.

Contestants to Travel 200 Miles in One Day With Penalizations for Every Adjustment and Replacement Made-Importers' Salon Now Has 23 Members:

Automobilists who yearn for strenuous and orief contests instead of more extended and casier ones will have an opportunity to prove their prowess as road drivers early next month, as the New York Motor Club an-nounced yesterday that it will conduct a 200 mile endurance run on Thursday, June 6. Some fault has been found with the rules for this year's annual tour of the American Automobile Association on the ground that Automobile Association on the ground that the daily runs are not long enough to provide a real contest, but the New York Motor Club has surely scheduled a hard test for both cars and drivers in making their contest one of 200 miles to be finished in one day.

In making a 200 mile contest a ore day affair, the members of the endurance run committee believed that it would be impossible to secure entries from many makers and dealers who might not be disposed to take the time required for a more extended event. The plan of requiring the contestants to cover 200 miles in one day has never been tried in this country and should prove sufficiently long and arduous to make the test of interest and value both to the automobile purchasing public and the makers.

The competing drivers will be required to drive according to a strict schedule and checking stations are to be established at intervals of about twenty-five miles. In addition to the checking each of the competing machines is to carry observers, to be nominated by competitors, who will take note of all adjustments and replacements and inflict penalties of two points for each minute so spent. The starter, checkers and all of the other officials are to be men of wide experience in touring competitions in order that the arrangements may be as near perfect

The affair has been placed in charge of an endurance run committee, of which R. H. Johnston has been made chairman. Mr. Johnston has already appointed S. B. Stevens, Jr., A. G. Batchelder and Alfred Reeves as members of his committee and will make some additional appointments later. The committee is to nominate representatives in several nearby cities to secure the entries of out of town drivers, as the contest is an open one and is sure to attract considerable attention. Several routes are being considered, and a definite announcement of the route will be made within a few days.

teen "independent" dealers in foreign auto-mobiles were admitted to membership in the Importers Automobile Salon, Inc., and the treaty of peace agreed upon by the former warring representatives of European cars was formally ratified. The new members brought the total number up to twenty-three concerns and the executive and show committees were enlarged by the addition of some of the new members. The executive committee had consisted of E. R. Hollander, C. F. Wyckoff, C. R. Mabley, Sidney B. Bowman and J. S. Josephs, and was enlarged by the appointment of Paul La Croix, Renault; Percy Owen, Bianchi; and G. H. Rheims, C. G. V. Andre Massenat, Panhard; and E. Lillie. Itala, were added to the show committee, which had been made up of E. R. Hollander and C. R. Mabley. The cars represented by the new members include the following: Bianchi, C. G. V., Delahaye, Delaunay-Belleville, Itala, La Buire, Motobloc, Panhard, Pilain, Renault, Rolls-Royce, Westinghouse and Zust.

"Senator" W. J. Morgan, manager of the Ormond Beach carnivais in Florida, has returned to his office in this city after visiting the beach at Galveston, Tex. He found word awaiting him from the Florida East Coast Automobile Association that it had been decided to run the next Ormond-Daytona meet in March, 1998, but in view of the fact that the big national automobile shows have advanced their dates it is quite probable that the Florida Beach events will be moved forward somewhat.

The mechanical branch of the Association of Licensed Automobile Manufacturers concluded an interesting three days session at Hartford yesterday by taking rides in the cars produced at each other's factories. A committee was appointed to meet representatives of fire insurance companies and confer with them regarding uniform regulations for garages that will meet the requirements of the fire underwriters. Horse-power rating, radiation, lubricating systems and tire and rim standardization were also discussed. Offers from the E. R. Thomas Detroit company for a four cylinder 40 horse-power engine, George N. Pierce company for a six cylinder 60 horse-power engine, H. H. Franklin Manufacturing Company for a six cylinder 40 horse-power engine and Northern Motor Car Company for a four cylinder 50 horse-power engine were accepted to be used in laboratory tests for valve inlet closings. A publication committee, consisting of A. L. Riker, Coker F. Clarkson and Harry T. Clinton, was appointed.

publication committee, consisting of A. L. Riker, Coker F. Clarkson and Harry T. Clinton, was appointed.

At a luncheon to the members on Thursday George H. Day, former general manager of the association, made a short address. Thos present were John G. Utz, Autocar Company; M. S. Hart, J. W. Swan, Corbin Motor Vehicle Corporation; H. P. Maxim, C. F. Barrett, C. E. Reddig, Electric Vehicle Company; John Wilkinson, F. J. Haynes, H. H. Franklin Manufacturing Company; Edward R. Hewitt, A. F. Masury, Hewitt Motor Company; A. L. Riker, E. F. Russell, Locomobile Company; A. L. Riker, E. F. Russell, Locomobile Company; Car Company; V. M. Gunderson, Northern Motor Car Company; V. M. Gunderson, Northern Motor Car Company; R. B. Jackson, G. W. Dunham, Olds Motor Works; D. Ferguson, George N. Pierce Company; L. D. Hubbell, F. W. Cook, A. M. Holcombe, Pope Manufacturing Company; Harold L. Pope, Ned Lawrence, Cyrus N. Harold L. Pope, Ned Lawrence, Cyrus N. Haas, F. C. Thompson, Pope Motor Car Company; Robert Jardine, Charles Jardine, Royal Motor Car Company; C. M. Calkins, Studebaker Automobile Company; H. E. Coffin, E. R. Thomas Motor Campany; H. E. Coffin, E. R. Thomas Motor Campany; H. E. Coffin, E. R. Thomas Motor Campany; H. E. Coffin, E

In considering permanentroad improvement in this country the great error is made of continuing to follow primitive paths made by early settlers with our public highways. The right course is to call in an engineer and throw the road around the end or along the side of steep hills instead of continually going over them, or to pull the road up on dry and solid ground instead of splashing through the mud and water of the creek or swamp. Far more time and money have been wasted in trying to keep up a single mile of one of these pig track surveys than it would take to build and keep in repair two miles of good road. Another and perhaps greater error is made by some persons in the West who continue to lay out their roads on section lines. These sections are all square, with sides running north, south, east and west. A person wishing to cross the country in any other than these directions must necessarily do so in rectangular zigzags. It also necessitates very often the crossing and recrossing of hills and valleys, which might be avoided if the roads had been constructed on scientific principles.

very often the crossing and recrossing of the and valleys, which might be avoided if the roads had been constructed on scientific principles.

In the prairie State of Iowa, for example, where roads are no worse than in many other States, there is a greater number of roads having much steeper grades than are found in the mountainous republic of Switzerland. In Maryland the old stage coach road or turn-pfter running from Washington to Baltimore makes almost a bee line, regardless of hills or valleys, and the grades at places are as steep as in or 12 per cent, where by making little detours the road might have been made perfectly level, or by running it up the hills less abruptly the grade might have been reduced to 3 or 4 per cent, as is done in the hilly regions of many parts of this and other countries. Straight roads are the proper kind to have, but in hilly countries their straightness should always be sacrificed to obtain a level surface so as to better accommodate the people who use them.

Graceful and natural curves conforming to the lay of the land add beauty to the land-scape, besides enhancing the value of the property. Not only do level curved roads add beauty to the landscape and make lands along them more valuable, but the horse is able to utilize his full strength over them. Furthermore a horse can pull only four-fifths as much on a grade of two feet in a hundred feet, this gradually lessens until with a grade of ten feet in a hundred feet he can draw but one-fourth as much as he can on a level road. All roads should therefore wind around hills or be cut through instead of running over them, and in many cases the former can be done without greatly increasing the distance. To illustrate, if an apple or pear be cut in half and one of the halves placed on a flat surface it will be seen that the horizontal distance around from atem to blossem is no greater than the distance over between the same points.

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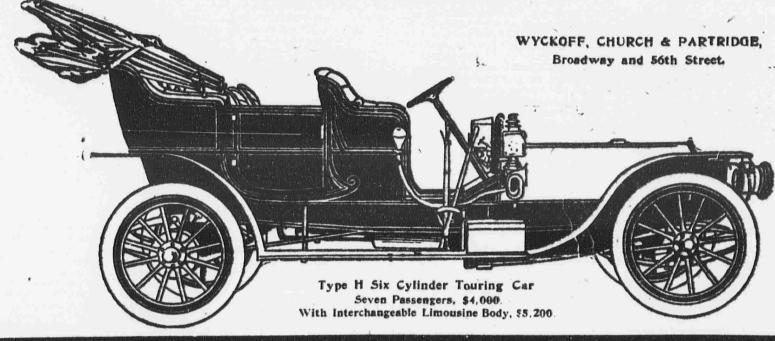
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HOT FIGHT WITH CRACKSMEN

DETECTIVES HEARD THEM PLAN THE JOB AND WENT ALONG. .

Several Revolvers Emptied in the Battle That Ensued When the Fly Cops Butted In-Only One Escaped, but He Returned to a Rendezvous and Was Nabbed There.

The "gun" men who sat in the back room of a little café over on East Fourth street early yesterday morning paid no attention to four seedy looking individuals who boisterously ordered drinks and then spilled them on the floor. Common, ordinary drunks, mused the "guns," and not worth

a frisk. But when John Miller and John Aronstein, cracksmen who have "blown boxes" from here to the Pacific, spóke about a good "plant" over in Brooklyn that Charley Wolosieck was hep to, the seedy ones were all attention. They listened without arousing suspicion and gathered enough to know that Miller and Aronstein, whose pictures have long been in the rogues' gallery at Police Headquarters, were up

to their old tricks again. When the cracksmen left the saloon the seedy ones were after them and followed them all the way to Brooklyn. There they met Wolosieck, and boarding an elevated train they rode to Fifth avenue and Thirtysixth street. The shabby men, who were Detectives Livingston, Barnett, Young and Mugge of Capt. McCafferty's staff, trailed the trio to the saloon of Henry Krichel, at Thirty-ninth street and Fifth avenue. was long after closing hours and Wolosieck knew there would be nobody in the place.

Two cops waiting for their relief were standing at the corner but their presence didn't seem to deter the cracksmen, for Miller and Aronstein immediately forced an entrance through a rear window and started to work on the safe that stands near the bar. Young tipped off the uniformed cops what was up and cautioned them to be ready in case there was any gun play, while the other three detectives sneaked up to the rear of the building and seized Wolosieck, who was "stalling" for his pals. Before he could utter a cry Mugge gagged him. By this time two other cops came up, and with the force of eight the building was surrounded.

Miller and Aronstein were chiselling away at the look of the safe when they heard footsteps outside, and realizing that their stall had failed to give the high sign they Two cops waiting for their relief were

made ready to flee. Meantime Wolosieck in the excitement attending the attack managed to break from Mugge's clutches and pulling a whistle from his pocket blew a shrill blast. Then he darted up the railroad embankment around the corner and fied. Two of the detectives pursued him and he drew a revolver and fired at them. They returned shot for shot, but couldn't drop him, and when he had emptied one gun he pulled another and blazed away. When his last slug was spent and he saw the detectives closing in on him he threw up his hands and submitted to

arrest.

Miller and Aron-stein shattered the lights in the saloon and made their way to the second floor. The detectives and policemen outside were at a loss to know where they had gone, and Livingston and one of the uniformed men crawled through the jimmied window and started to look for them. The growte heard the noise down. jimmied window and started to look for them. The crooks heard the noise down stairs and knew it would not be long before they were collared if they remained in the huilding. They opened a window and dropped into an alley on the side of the building and then took it on the run. Both had their guns ready when they touched the ground and they let loose a volley of lead as they ran toward the marsh along the railroad tracks. The detectives and cops gave chase and overhauled Miller, but only after he had exhausted every shot in his six shooter.

only after he had exhausted every shot in his six shooter.

Aronstein got away in the dark, and although the reserves of the Fifth avenue station hunted high and low for him in the vicinity they got no trace of him. Detective Young, however, hit upon an idea. He feit that Aronstein would make tracks for New York and cetting into a cap at the feit that Aronstein would make tracks for New York, and getting into a cab at the transfer station he made a record drive over to Manhattan. He went straight to the East Fourth street café and waited. He had not been there long when Aronstein, excited and breathless, staggered in and announced that his pals had fallen. Then Young sprang at him, slipped the bracelets on his wrists and took him to Police Head-quarters, where he joined the other two cracksmen.

cracksmen.

Miller and Aronstein are well known in the Detective Bureau and they didn't have to sit for their photographs. Wolosieck, Capt. McCafferty said, halls from Philadelphia, but he has never been identified with any gun mob in this city. The three prison-ers were arraigned in the Tombs court and later taken over to the Butler street police court in Brooklyn, where they were held for further examination.

JOTTINGS ABOUT TOWN.

The conviction of Louie Way of assault in the first degree because of his complicity in the murder of Chin Yen in a Chinese Tong shooting affray was affirmed yesterday by the Appellate Division of the Supreme Court. The murder occurred on January 24, 1906, and Way was sentenced to Sing Sing for nine years and elx months, May 28, 1906.

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Supt. Hankinson of the S. P. C. A. Reals no Charles H. Hankinson, who has been superintendent of the American Society for the Prevention of Cruelty to Animals for the last twenty-five years, has resigned, owing to press of duties and advancing years. The board of managers have accepted the resignation of the veteran superintendent, and he will be retained in the future to supervise the court prosecution branch of its activities. Until a man can be found to fill the position Mr. Hankinson will continue to serve as superintendent of the society's work. No successor has been as yet appointed.

Cortelyou to Live at Huntington, L. I., This

HUNTINGTON, L. I., May 10.-Secretary of the Treasury George B. Cortelyou to-day or the Treasury George B. Cortelyou to-day rented for the season a cottage at Bay Crest. East Neck. Huntington, which is owned by C. F. Garrigues of 56 Pine street. Manhattan. The cottage commands a fine view of Huntington Bay, Long Island Sound, Lloyd's and Eaton's Necks and the Connecticut shore. Secretary Cortelyou and his family spent last season at Locust Lodge, East Neck.

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